

OLYMPIC STILL HELD UP

Firemen Demand Dismissal of Those Who Refused to Strike.

NEW STROKE CREW ENGAGED

Malcontents Satisfied with Tests and Quantity of Lifesaving Apparatus.

Southampton, April 25.—The White Star officials announce that a new crew has been shipped without recourse to the strikers and that the Olympic will probably sail at daybreak.

Southampton, April 25.—The White Star liner Olympic, the firemen of which went on strike yesterday five minutes before she was due to sail for New York, has been obliged to spend another day and night off Ryde, Isle of Wight, the passengers aboard amusing themselves with kite flying and other pastimes.

A deputation of union firemen, after exhaustive tests in lowering, manning and rowing the collapsible boats, returned and reported one satisfactory with the exception of one, which after being in the water for two hours leaked. The company agreed to replace this with another boat, and the deputation came back with the intention of recommending the strikers to return to duty.

The three hundred strikers, however, had already dispersed, having announced that they would not sail on the Olympic, no matter what the result of the boat demonstrations might be, unless the eighteen men who remained aboard yesterday were removed.

This company refused to do so, declaring that it will take the liner back to Southampton and lay her up rather than accede to any such demand. The strikers will meet to-morrow morning to decide whether they will join the Olympic. Meanwhile the company has secured 250 firemen from Sheffield and others from Liverpool and Portsmouth, and there is some expectation that the steamer will sail at 8 o'clock to-morrow morning.

Hundreds of small boats crowded with sightseers surrounded the Olympic today as she lay in the Roads. A number of officers of the Board of Trade went aboard the liner to-day, and the vessel's enforced stay was utilized for the carrying out of lifeboat drills. All the wooden lifeboats were lowered, and the crew also practised with the collapsible craft.

MAYOR'S FUND AT \$105,400

Brother of Colonel Astor's First Wife Sends \$300.

J. R. Barton Willing, of Philadelphia, a brother of Mrs. Anna Willing Astor, the first wife of John Jacob Astor, who lost his life in the disaster, sent \$300 yesterday to the fund being collected for the Titanic sufferers by Mayor Gaynor.

The entire amount received by the Mayor yesterday was \$3,318.88. This brought the Mayor's fund up to a total of \$105,400. In addition to the contributions to the general fund, a \$25 check was received for Harold Fride, who was the second Marconi operator on the Titanic.

The largest contribution received yesterday was \$1,000 from St. Thomas's Church. The proceeds of a collection taken up at the Church of the Holy Trinity amounted to \$114.75. St. Mark's Episcopal Church sent \$100.88. From the Levings Methodist Church, in Troy, came \$11.

The following contributions show the general interest that is being taken in the fund: The Violet Club (a class of Sororities), \$1.00; Forget-Me-Not Club (an organization of little girls of Genesee, N. Y.), \$1.00; Louise Pursh, \$2; Master Thomas F. Ellenbogen, \$1; Mayor Harrison of Chicago sent checks amounting to \$238.45 that had been received by him there.

Joseph H. Schiff, as treasurer of the Red Cross Society, reported that he received \$485 direct during the day, making the total amount so received by him \$16,214.47.

BENEFIT FOR THE TITANIC

Several well known artists will appear at a benefit performance in aid of the sufferers of the Titanic disaster to be held at the Metropolitan Opera House next Monday evening. Enrico Caruso and Mme. Nordica will sing, and W. Bourke Cockran will be the principal speaker.

Arrangements for the benefit were completed yesterday at a meeting held at the Ritz-Carlton Hotel. The executive committee consists of Mrs. Benjamin S. Guinness, Mrs. Otto H. Kahn, William Chandler, Mr. and Mrs. Pinchot, Mrs. C. Lewis, Mrs. John Leslie, Mrs. W. Bourke Cockran, Mrs. Archer Huntington, Rawlins L. Cottentis, Miss Elsie De Wolfe and Frank Damrosch.

Among those who have already taken boxes are Mr. and Mrs. Clarence H. Mackay, Mr. and Mrs. Harry Payne Whitney, Cornelius Vanderbilt, Mr. and Mrs. Herbert L. Satterlee, Mr. and Mrs. Paul D. Cravath, Mr. and Mrs. Otto H. Kahn, Mr. and Mrs. Philip M. Lydig, Mrs. Richard Stevens, Mrs. C. Lewis, Robert Collier, William K. Vanderbilt, Jr., Jacob H. Schiff, Mr. and Mrs. W. Bourke Cockran, Mr. and Mrs. Pinchot, Justice James W. Gerard, Mr. and Mrs. Felix M. Warburg, Frank Garvan and Mrs. Ralph Thomas.

WOULD CURB "SPEED MANIA"

Washington, April 25.—Senator Kern, of Indiana, has presented to the Senate a protest from ex-Ambassador General W. H. Miller of Indiana against the "speed mania" of the day. The letter was suggested by the Titanic disaster, but Mr. Miller urges legislation to control the train schedules as well.

One scarcely picks up a newspaper without reading of some railroad accident caused by this mania. It is entirely competent in my opinion it is the duty of Congress to legislate in such a way as to put a stop to the unnecessary and unreasonable high rates of speed which are not and will not be done by any of the great corporations themselves. It is ordinarily more important that travellers should know the time of their arrival than that a few hours be saved, and it is a matter of common knowledge that a very large percentage of the fast trains do not and cannot maintain their schedules.

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but you can depend on our Spring overcoats.
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If you're keen on the very newest—Inverted-plait Back Overcoats, \$30.
Astor Place & Fourth Avenue
SUBWAY AT THE DOOR—ONE BLOCK FROM BROADWAY

SENATORS RUSHING ACTION ON TITANIC

(Continued from first page.)

granted them permission to sell their story, but said he recalled the fact that "Jack" Binns had been paid a considerable sum for the story he was able to tell after the accident to the Republic, and he thought these boys should enjoy the same opportunity. He declared he was particularly anxious that the public should have the details of the disaster as promptly as possible.

Mr. Marconi admitted that it would have been better if a short story of the catastrophe had been sent to the Marconi company for general distribution. He conceded that permission granted the operators to sell their information might tend to the suppression of news, and said he would discourage the practice in the future. He also, in reply to questions put by Senator Fletcher, gave a brief and interesting outline of the control of wireless exercised by the British government.

Talked with the Mount Temple.
Harold T. Cottam, wireless operator on the Carpathia, said he had been in communication with the Mount Temple during the Sunday evening before the sinking of the Titanic, and that about 10:30 p. m. he got "good night" from the operator on that ship, which he understood to mean that the operator was going to bed. He said he had received more than one request from the scout cruiser Salem asking for a list of the survivors, and some time after their receipt the captain of the Carpathia had replied, saying he had sent the lists of the first and second class survivors to shore and offering to send the list of third class passengers. Some time later, he said, he had sent off this list. He could remember nothing regarding a message asking information for the President of the United States.

No Money as Yet for His Story.
Cottam said that, pursuant to the messages received from Sammis, he went to the Strand Hotel, in New York, and there waited for Mr. Marconi, but did not meet him. He did meet a representative of the Titanic company, who told him that the company had received a message from Sammis, but that the company had not yet received a message from the Titanic.

Hundreds of small boats crowded with sightseers surrounded the Olympic today as she lay in the Roads. A number of officers of the Board of Trade went aboard the liner to-day, and the vessel's enforced stay was utilized for the carrying out of lifeboat drills. All the wooden lifeboats were lowered, and the crew also practised with the collapsible craft.

WIRELESS OPERATORS TOLD TO SELL TITANIC STORIES

Washington, April 25.—Mr. Marconi, who was the first witness called by the Titanic investigating committee to-day, explained the contract of his company with foreign governments. It would take, he said, at least eighteen years to carry out the contract for the extension of wireless in the British Empire. The company had the exclusive right to equip the British wireless stations, "so far as the courts protected its patents in England." German ships and stations, he said, were controlled by a company working in harmony with the Marconi company, which received a percentage for its patents. The contract with Italy was a personal one with which the company had nothing to do.

"How far could the station at Cape Race maintain communication with a vessel?" asked Senator Smith.
"Between 60 and 80 miles in the day," answered Marconi, "and considerably over 100 miles at night."

Mr. Marconi said the apparatus on the steamer Mount Temple had only a 50-mile radius.
Senator Smith asked Mr. Marconi if there was any arrangement which gave an alarm on board ship when called by wireless. He said that on old equipment used on ships there was a bell arrangement, which did not work well, because it alarmed operators on all ships, as well as the one called.

"Then there is no alarm signal on instruments now?"
"No, but it may be possible to devise one."

"Then, unless an operator sits constantly with his receiver on his head he would not get a signal?"
"That is correct."

"Then ships should have operators continuously on duty, you think?"
"Yes, if the wireless is to be of service to others, as in cases of distress."

Mr. Marconi said that in England the pay of wireless operators ranged from \$1 to \$12 a week, with board and lodging. Wages in America were slightly higher.

First Knowledge of Sinking.
Mr. Marconi said he learned between 7:30 and 8 o'clock Monday evening, April 15, that the Titanic had sunk. His secretary had informed him. He learned on Tuesday evening about the rescue made by the Carpathia.

"I asked for further information," said the witness, "and was told by my operator that it would probably be impossible, because the Carpathia would be extremely busy with the messages of the captain and the passengers aboard."

He made no further attempt to reach the Carpathia, he said, because he did not care to exercise his authority to interfere with the operation of the wireless.

"When the Carpathia docked in New York," Mr. Marconi continued, "I went directly to the wireless room and congratulated the Titanic's operator, on what he had done. Cottam, the Carpathia's operator, was not there. He called me later on the telephone and asked me whether he might give out a report of the wreck. I told him he might do so, under the circumstances."

Mr. Marconi added that there was an ironclad rule in his company's regulations prohibiting operators from acting as reporters. He said that under the British law it was a penal offence for an operator to send out any information on his own initiative. This, he said, probably was the reason why no reports of the disaster were forthcoming from the Carpathia on her way to New York after rescuing the Titanic's survivors.

"Did you send a wireless to the operator from a New York paper, who told him he had permission from Mr. Marconi to get his story. He was not satisfied with this, however, but got into communication with Mr. Marconi by telephone and received permission to tell his story, which he did. He said he had stipulated no price, and none had been mentioned. He had received nothing for it thus far, but expected to ultimately."

Asked how much he expected to receive, he said that he judged from Sammis's message that it ought to be "something like that," and when the chairman suggested "four figures," he said "yes."

Asked by Senator Smith if he had been in Bride's place on the Titanic, he would have replied to the operator on the Frankfurt that he was a "fool" and told him to "keep out." Cottam said that under like circumstances he would, and innumerable hypothetical questions did not shake him on that point. Mr. Smith tried in vain to impress upon Cottam the iniquity of such a course, devoting almost an hour to the effort, but apparently without success. Cottam said that Bride was trying to communicate with the Olympic, and insisted that the interruption of the Frankfurt's operator was unwarranted and senseless.

Replying to a question by Senator Newlands, Cottam said he had more than he could do sending off messages pursuant to the orders of the captain and could not have sent any news regarding the disaster if he got off and to great was the pressure to get off and to receive messages that he and Bride together, using the instrument continually, after the Titanic's survivors were taken aboard, were unable to dispose of all of them before the ship docked.

Several important witnesses whose names have not been divulged are being searched for. Lewis Klein, a Hungarian sailor, who claims to have been aboard the Titanic, and who was subordinated in Cleveland after he had related there a vivid story of his experiences, has disappeared and the committee's deputies are looking for him.

of the Carpathia telling him to meet you and Sammis at the Strand Hotel and to 'keep your mouth shut,' witness was asked.
"I did not," he replied.
"Did you hear of such a message?"
"Yes, from the newspapers."

Told to "Keep Mouth Shut."
Senator Smith read the messages picked up by the battleship Florida and sent to the Secretary of the Navy, as follows:
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(Signed) MR. MARCONI.

"What can you say about that, Mr. Marconi?" Senator Smith asked.
"I don't know anything about any of those messages," was the answer. "They are not in phraseology that I approve. I wish to say that I did tell Mr. Sammis, as a representative of the British company, we would not prevent any of the operators making any money that they could out of their stories."

Mr. Marconi explained that this was not a rule of his company, but it was done in the case of the Republic disaster, when Mr. Binns, the operator, was permitted to sell his story.
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what he had to say, without holding back any general information, they would be willing to pay him for his personal story."

Asked Warships to Keep Out.

The witness was asked if the American Marconi Company had not requested United States warships not to interfere with the Marconi system. This was done, he said, after silence had been enjoined on all coast stations not to act in communication with the Titanic or the Carpathia.

"Then," said Senator Smith, "your company had laid plans and had made preparations to get a monopoly of the news of the horror?"

"We undoubtedly would have got it first, anyway," retorted the witness, "for the operators on both the Titanic and the Carpathia were Marconi men, with Marconi methods of sending."

How to bring about an international arrangement to prevent wireless interference was discussed at length, and Mr. Marconi referred to the Berlin convention, which is to meet again in June.

"The Berlin convention already has a plan that would regulate the wireless of the world," said Mr. Marconi, "and next June I think much more may be done."

To further regulate wireless, Mr. Marconi would have each government exercise control over wave lengths and issue licenses to different persons and concerns to use a certain wave length. When all available wave lengths in a given area were exhausted, he would have the government refuse to license more stations.

Titanic's First Distress Call.

H. T. Cottam, wireless operator of the Carpathia, was questioned as to the distress messages sent from the Titanic. He reiterated the statements he made in New York, adding somewhat to the details. The first message of distress from the Titanic, he said, was:

"Come at once. Have struck a berg. This is a C Q D."

Cottam said he assisted the Titanic in communicating with other ships, because the Titanic operator said escaping steam aboard interfered with his instruments. He told of getting in touch with the Olympic, the Californian and the Baltic.

"We got in touch with the Mount Temple," said Senator Smith.
"Yes, sir, about 19:30 that night. She gave me 'good night,' but I did not get her position."

The witness said he was in touch with six or seven ships that night, among them the Hellig Olav.

Sensor Smith sought to learn whether the wave force furnished a clue to the proximity or distance of the vessel from which the message came. Cottam said it did not, unless the receiving operator knew intimately the strength of the sending operator's batteries and the style of the apparatus.

"Did you receive a wireless from the Chester?" Cottam was asked.
"Several, asking for a passenger list," said Cottam. "I took the messages to the captain, and he replied to the Chester later, stating what names of survivors already had been forwarded. He told the Chester that all but the third class passengers had been sent, and that the Chester could have them if wanted."

"Did you know the message was from the President of the United States?"
"No. It was only signed by the commander of the Chester. He asked once about Major Butt."

Cottam said he worked almost continuously from the time of the rescue until the Carpathia docked. He said he was not in communication with the Marconi company that day, and on the day of the landing he received no messages from Marconi, Sammis or any one of the company.

Sensor Smith read the "keep your mouth shut" telegram, but the witness said he did not know of it. He did remember, he said, receipt of the message signed by Sammis promising the operators "money in four figures" for their stories, and telling them "not to talk." He said Bride took it and he did not discuss the matter with him.

Did Keep "Mouth Shut."

"Did you keep your mouth shut, as directed?" asked Senator Smith.
"Certainly."

"There was a persistent demand for news of the disaster, was there not?"
"There was, but I was busy taking messages for passengers and in sending the messages. The captain told me to ignore passing ships and to refuse all calls for details. We had the passengers to look after."

Asked whether there was any rivalry or enmity between Marconi operators and the operators of other systems, Cottam said there was some feeling. Senator Smith asked if any feeling existed between the operators on the Titanic and the one on the Frankfurt, which was said not to have responded promptly to the Titanic's "C Q D."

"No, sir," said Cottam. "Furthermore the 'C Q D' should have been signal enough for the operator to have reported at once the distress of the vessel."

Cottam declared he would have answered the operator of the Frankfurt the same way the Titanic did—"keep out, you fool!"—had it been his place to when the Frankfurt operator answered the Titanic's "C Q D" call twenty minutes late.

"When only two hours is between life and death," said Cottam, "twenty minutes is a long time. I don't know what else but fool to call a man who was so foolish as to interfere with other communications to answer a 'C Q D' and ask 'What's the matter?' twenty minutes later."

Did Not Enjoin Silence.

An executive session was held after Cottam had testified, and when the committee resumed Senator Smith recalled Mr. Marconi, saying:

"I desire to ask whether an officer, director or employee of the International Mercantile Marine, after the collision, asked you to enjoin silence on Bride, the Titanic operator, or Cottam, the Carpathia operator, as to the time or the manner in which the accident occurred?"

"No request was made, and no order was issued to stop any message," Mr. Marconi replied. "No such instructions of any sort or manner ever were issued."

Sensor Smith made this announcement just before the committee adjourned.

"I desire to say that some rumors have reached the committee that there is friction and lack of harmony among the members of the sub-committee, and I have the concurrence of my assistants that the statement is absolutely untrue."

"Personally, I have never heard of the slightest friction. We are all proceeding in our own way to get at results. While some of my colleagues have been absent at some of the hearings, I want the record to show that they are performing a public duty on the Committee on Commerce and Shipping, and must not be noted as any indication of their failure to take active part in this hearing."